

JONATHAN S. HORNE1158
26th
StreetSuite
535Santa
Monica
California
90403

May 23, 2001

VIA FACSIMILE AND U.S. MAIL

Mr. Mark Beyeler
Program Manager
California Coastal Conservancy
1330 Broadway, Suite 1100
Oakland, California 94612

Re: Youth Access Program

Dear Mr. Beyeler:

As you may know, Mr. Ahern and Mr. Hernandez asked us to investigate a programmatic alternative to promote public access to Malibu area beaches; particularly ways in which access for urban area youth might be promoted. We determined that urban youth in Los Angeles do not have practical access to Malibu primarily due to a lack of transportation. Public transportation from inland locations to Malibu beaches is limited, indirect, time-consuming, and inappropriate for younger children. Bus service tends to channel inland children to urbanized beaches in Santa Monica. Public bus service also tends to overburden certain beaches and underutilizes less accessible coastal resources in Malibu.

In responding to the request made by Mr. Ahern and Mr. Hernandez, we determined the primary issues would be providing a continuing source of funding, reliable and cost effective means of transportation, an appropriate level of supervision, and minimizing the administrative burdens on Conservancy staff.

I. FUNDING

Funding could be provided by the basic framework set forth in the terminated settlement agreement. The settlement could provide approximately \$987,000. These funds might be combined with the existing Black Tor account that contains approximately \$400,000. The combined funds of approximately \$1,387,00 could be invested in an account specifically earmarked for promoting youth access to coastal areas in the Malibu area (the "Malibu Youth Access Fund"). The Malibu Youth Access Fund could be deposited into a long-term, interest-bearing annuity or similar investment. Based on a conservative estimated yield of 6% per annum, the fund could generate approximately \$83,220 annually. Assuming that half of

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Mr. Mark Beyeler
May 23, 2001
Page 2

this amount were reinvested each year (to account for a hypothetical 3% rate of inflation), approximately \$41,610 would be available for expenditure annually.

Significantly, the principle of the Malibu Youth Access Fund would not be expended and the entire \$1,387,000 would remain available (and protected against inflation) in the event the Coastal Conservancy were to decide at any time to use such funds for other coastal access purposes in the future (for example, to make a major capital expenditure for acquisition, development or alternative use of the proceeds). In the interim, a significant number of urban area youth could be provided with coastal access opportunities they might not otherwise have the opportunity to enjoy.

II. PROGRAM OPTIONS

A. Joint Conservancy/LAUSD Program

The first option would be partnering with the Los Angeles Unified School District to support a joint Conservancy/LAUSD Access Program. Through Carole Takaki, Administrator, Student Auxiliary Services Branch, LAUSD (818) 904-2164, I learned that for many years, the Youth Services Branch has administered a Beach Day Program that brings inland students on day trips to area beaches. The Beach Day Program has not historically brought students to any beaches in Malibu. However, program administrators are eager to expand the scope of the Beach Day Program to include destinations at Malibu beaches. Most significantly, LAUSD indicates it does not currently have any funding to implement the Beach Day Program for the summer of 2001 or ensuing seasons.

LAUSD's Beach Day Program is designed to operate seven days per week during the 56 day summer vacation period. The Program can also operate on non-summer weekends to provide opportunities for students at schools with year round classes. The Program includes the following primary components:

1. Transportation. The Beach Day Program, through LAUSD, chartered buses directly from Laidlaw Bus Company. The price listed below includes a large bus capable of transporting approximately sixty-five (65) students plus sufficient supervisory personnel, a licensed and trained driver, fuel, insurance and parking fees.

Mr. Mark Beyeler
May 23, 2001
Page 3

The buses pick up students at designated school sites at mid-morning (approximately 10:00-11:00 a.m.). The buses then travel directly to the destination beaches without further stops. The buses remain parked at beach parking lots for the duration of the visit. Children are allowed to leave clothing and other personal items on the bus. The buses return to the pick-up school sites by approximately 5:00-6:00 p.m.

2. Supervision. LAUSD provides supervision of each Beach Day excursion at the ratio of 1 supervisor per 12 students. One LAUSD employee is designated as the primary supervisor and is supported by LAUSD assistants. The supervisors are responsible for all aspects of the day's activities including monitoring the students and coordinating any games, activities or educational features.

3. Food and Beverages. The LAUSD Food Services Department provides free food and beverages to all participants in the Beach Day Program. A sack lunch, fruit and drinks are typically included.

4. Activities. Educational programs regarding coastal resources could be included an LAUSD program. Organized recreational activities could also be coordinated and supervised over the course of the day.

LAUSD estimates that a day at a Malibu beach as described above would cost approximately \$600 per bus. Based upon an annual budget of \$41,610, approximately 70 LAUSD Beach Days could be funded each year. As stated earlier, the LAUSD program operates for 56 days each summer. Assuming that each LAUSD Beach Day trip transports 65 students (plus supervisors), the Malibu Youth Access Fund would support an all-inclusive day at a Malibu Beach for approximately 4500 students each summer in perpetuity.

B. Conservancy Administered Program

The second option would be for the Conservancy to administer a program that contracts with private charter buses to transport children to designated public beaches in Malibu. Charter bus service would be made available to qualified community and educational organizations for their youth programs. The Conservancy would establish a bus schedule and qualified organizations could reserve open dates. The qualified organization would be required to provide adequate supervision, and written approval/releases from the parents or guardians of participating

Mr. Mark Beyeler
May 23, 2001
Page 4

children. The Conservancy's role would be limited to administering the reservation system and contracting for the buses. The buses would have a schedule for picking up the children in their local community, taking them to their outing destination, and returning them to their point of departure.

I obtained the enclosed rate sheet for charter buses from Laidlaw Education Services. Each bus has an average capacity of approximately 70 children. Bus rates average approximately \$300 per day. Based upon a budget of \$41,610, the Malibu Youth Access Fund would support approximately 139 charter days per year. Assuming that each charter day supported only one round trip, the Fund would provide access to Malibu Beaches for close to 10,000 children each year. This conservative estimate might be increased if additional round trips can be scheduled within a charter day, or if the Malibu Youth Access Fund yield is increased

III. COMPARISON OF THE TWO OPTIONS

Both program options would provide significant coastal access opportunities for urban area youth that are not available to them today. The option of directly contracting for bus service would be more cost effective in terms of trips per dollar. However, such a program would be significantly more complicated (and most probably more costly) for the Conservancy to administer since it would be up to the Conservancy to promote the program, evaluate eligible community groups, ensure that adequate safeguards are in place, and oversee scheduling and execution. By contrast, the LAUSD program, though more costly in terms of cost per student, offers significant advantages in delivering a fully supervised and educational experience, where the Conservancy's only role might be to make funding available and agree upon appropriate destinations. Moreover, the LAUSD program could be implemented quickly once funding is made available.

Both of the above programs would immediately expand existing public access to Malibu beaches for a large underserved segment of the Los Angeles community. Should the Conservancy be interested in pursuing the partnership with LAUSD, I am advised it would take approximately 4 weeks to start up the LAUSD Program from the date funding is secured.

JONATHAN S. HORNE

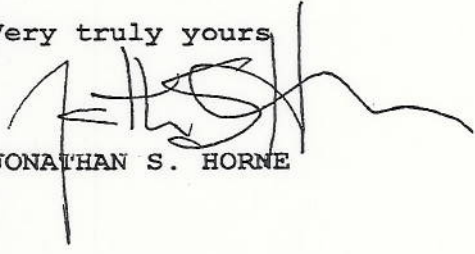
Mr. Mark Beyeler

May 23, 2001

Page 5

Please do not hesitate to contact me if you have any questions or comments or if I can be of any further assistance.

Very truly yours



JONATHAN S. HORNE

Enclosure

cc: Mr. Bill Ahern
Mr. Gary Hernandez
Ms. Mary Nichols
Ms. Carole Takaki
Allan J. Abshez, Esq.

